

DAILY, EXCEPT SUNDAY, BY

WILLIAM H. COX. THOMAS A. DAVIS.

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OFFICE-Public Letter Building, No. 19 East Third Street.

SUBSCRIPTIONS-IN ADVANCE.

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IN HOC SIGNO VINCES.

A Word to Republicans.

The hope of the party lies in the expansion of a stalicart Republican press. The Republican who reads or otherwise helps to support a Democratic paper to the exclusion of one of his own party newspapers is untrue to the Republican cause.

Unanimously subscribed to by the National Republican League.

J. S. CLARKSON, President. A. B. HUMPHREY, Secretary.

would be able to

compete with Great

is in full accord with the Cleveland cents a ton. ideal, is steadily losing her foreign trade. A review of British foreign and colonial trade for the five months from January to June, inclusive, shows that and a slight increase in the imports.

For the month of May the decline of exports is at the rate of just 10 per cent., as compared with 1891, and of no in less than 22.05 per cent., as compared to furnish with 1890. We give the figures for May in the several years:

	Exports.
1892	£17,783,969
1891	
1890	22,940,779
Loss in 1892 compared w	rith
1001	1 060 504

1891..... 1,960,504 1890..... 5,156,810

The decline of the British export trade becomes more significant when we study figures and quantities together In tin plates the exportation to the United States has fallen to the level of 1890 so far as quantity is concerned. The respective amounts were 39,697 ewt. in May, 1890, 62,573 in 1891 and 35,075 now. The corresponding values were £566,680, £1,072,019 and £466,532, the fall in price from last year being nearly 21 per cent. On all the iron together there were 422,000 tons in 1890, 321,000 in 1891 and now but 239,000, the prices at the time being £3,132,000, £2,769,000 and £1,803,000. Thus no less than £1,330,000 has been lost in two years, which is more than 40 per cent. Of cotton yarns Great Britain has exported 17,383,000 pounds, as against 19,451,000 pounds in May, 1891, and this is valued at £734,702, instead of £899,513. In 1890 the corresponding quantity was 24,136,000 pounds, and value £1,137,000. Compared with that year the weight is now more than a fourth and the value fully one-third less. Compared with last year the quantity has fallen 11 per cent., but the price 18 per cent, the import price of raw cotton being about as much. In cotton fabrics there has been an especially attractive

increase of 14,000 yards, which, at the price of last year, should have given £150,000 more, instead of £178,000 less, as the account shows, this being a THE PUBLIC LEDGER CO. sacrifice of fully 8 per cent.

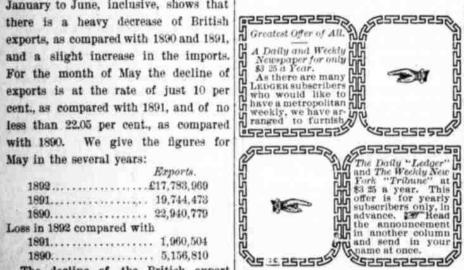
> The comparison between the first five months of 1890 and of 1891 shows that in almost every class of British products exports were very much less this year than in the same months of 1891. The increase in imports is almost entirely confined to articles of food, including especially meat, grain and beans, People must eat to live, whether they have work or not, but the addition of food imports is swallowed up by the great decrease shown in the class of 1 50 materials for textile manufacture, to 75 which both cotton and wool give the predominance. Of cotton there has been imported 850,000 cwt., as against 1,185,000 cwt. a twelve months since, the values being £1,392,000 this year and £2,976,000 last May, 28 per cent. less quantity and 35 per cent. lower price. As England depends on importation almost wholly for the so-called raw material of manufacture the marked decline in the importation of that material is significant.

It should be added that one class of Pritish imports, as well as food, shows an increase, and that is manufactured articles from other countries. In other words, in proportion to the decline of wages and of exports, Great Britain is importing more food and manufactured articles from abroad. These figures ought to supply some stimulus for thought to the Cleveland Free-traders. They certainly will to the American workingman.

The following news telegram doesn't

COAL PRICES ADVANCE. NEW YORK, June 29th.—The sales agents of the Anthracite Coal Companies met to-day and advanced the prices of coal to Eastern points as follows: Broken coal, 15 cents a ton; stove, 30 THE Clevelandites, whose chief argu-ment, says The New York Press, is cents; egg, 35 cents; chesnut, 35 cents. This practically means an advance to consumers of 50 cents a ton over present that, if Americans had Free-trade, we prices. A general increase of 25 cents er ton for coal for Western points was decided upon

Now, THE LEDGER hopes that its good THE DECLINE OF Britain for a share friends who are howling for Free-trade BRITISH TRADE. of British foreign will please bear in mind that antrade, may be in- thracite coal is on the free list, while terested to learn soft coal, which is cheaper now than it that England, whose Tariff system has been for years, is Tariff taxed 75



Coming Kentucky Fairs,

The following list has been carefully arranged for THE LEDGER. Any omissions will be cheerfully supplied upon

Shelbyville, July Eith-three days. Hustonville, July 14th-two days. Lancaster, July 15th-two days. Eminence, July 19th-five days. Harrodsburg, July 25th-six days. Danville, August 2d-five days. Versailles, August 2d-five days. Columbia, August 9th-four days. Sharpsburg, August 9th-five days. Springfield, August 9th-four days. Lawrenceburg, August 9th-three days. Nicholasville, August 16th-five days. Campbellsville, August 16th-four days. Uniontown, August 16th-five days. Lebanon, August 23d-four days. Mayaville, August 2ki-five days. Henderson, August 23d-five days. London, August 24th-three days. Lexington, August 30th-five days. Alexandria, August 30th-five days. Franklin, August 30th-five days. Bowling Green, September 6th. Paris, September 6th-five days. Bardstown, September 6th-five days. Mayslick, (col.,) September 7th-four days. Elizabethtown, September 13th-four days. Winchester, September 13th-five days. Horse Cave, September 20th-four days. Cynthiana, September 21st-four days. Hartford, September 28th-four days. Mt. Sterling, September 20th-three days. nton, October 4th-five days.

All the above meetings have trotting

contests, those at Mayaville being

HORSE CAR ETIQUETTE.

Various Modes of Illustrating How to Behave Properly-Common Blunders.

The young man who has drilled himself and been drilled by his dancing school teacher in the proper ways of entering and leaving a room when ac companied by a young lady frequently gets very much mixed up when he begins going about on horse cars with a young woman. Perhaps he has been the fortunate possessor of a mother or sister who had accompanied him often enough to give him points upon horse car etiquette. If he has not, the New York Recorder thinks he is more than likely to make some dreadful blunders. He usually gets the girl on the car all right. Sometimes, when the car is crowded, he is bold enough to politely request several wide-spreading passengers to move closer together and "make a seat" for his companion. But the unsophisticated youth seldom ventures so

If there are plenty of seats he is all right, however, although not once in fifty times does he think to seat himself on the side of his companion that is near the horses, so that in talking to him she will not have to turn her back toward them-a position that is disagreeable to many women. Then when he pays the fare he does not always have the change at hand, but he usually has to unbutton his overcoat and descend to the depth of his trousers pocket to find the needed coin. Meanwhile, the girl, if she is young, looks the other way and tries to appear unconscious. If she is an older woman she does not care. By and by the car fills up and some one is obliged to stand. The welltrained young man has the knack of rising at just the right moment, lifting his hat at precisely the correct angle and yielding his seat with a manner that certainly ought to call forth an expression of thanks-though it doesn't always.

The untrained young man, on the other hand, sometimes keeps his seat because he does not know how to give it up, or perhaps he cherishes the boor's belief that it is not worth while to stand for the sake of a woman when it's an even chance whether or not she thanks him. Even if he rises, it is in a weary, perfunctory fashion. He nudges the woman to attract her attention, does not lift his hat to her words of acknowledgment or to the salute of the man who accompanies her any more than he would uncover his head in response to the courtesy of a stranger who gave a seat to his companion. He probably does not mean to be rude, but he either knows no better or does not care to take the trouble to be civil.

There are several different ways in which a man signifies his desire to leave a horse car. Sometimes he makes a wild rush for the door, stumbling over the feet and skirts of the hapless and helpless passengers and waits on the platform, holding the door open until the car comes to a standstill so that the woman with him may descend safely. Again he signals the conductor from his seat and when the car stops stands aside to let his companion make her way out and get off unassisted. It is a boon for which she thanks the gods when he notifies the conductor at the right moment. form just as the car stops and gets to and his men. The crew of the ship had times his exit so as to reach the platthe ground in shape to aid her in her

A TERRIBLE EXPLOSIVE.

Chloride of Nitrogen So Dangerous That It Has Not Been Analyzed.

The most unstable compound known to chemistry, and therefore the most explosive substance so far discovered, is chloride of nitrogen, which probably consists of three parts of chloride united with one of nitrogen. Its terribly explosive character, which has so far prevented its accurate analysis, is due to the fact that it is a combination of one of the most active with one of the most inert elements in nature. It is a volatile liquid of brownish color and pungent taste, discovered by the French chemist, Dulong, who lost an eye and three fingers in the operation. Faraday and Davy experimented on it a few years after its discovery, protecting themselves with glass masks, which were in turn shattered by explosions of minute quantities of the dangerous compound. Faraday was stunned by the disintegration of a few drops which he merely touched with a piece of warm cement. There is but little danger of chloride of nitrogen ever being used for purposes of deliberate destruction, as its preparation on a large scale is practically impossible. Its explosive force is not known, for the reason, according to Pearson's Weekly, that any attempt to determine it would probably prove fatal to the experimenters. According to some authorities, the more recently discovered compound of hydrogen and nitrogen, known as azoimide, is even more explosive than chloride of nitrogen, but this substance is still too obscure for a decisive judgment to be formed on the subject.

LORD LYTTON'S SPEECH.

some Peculiarities of the Great English Novelist.

Lytton had a curious drawling manner of speech, his words being inter-spersed with frequent "erras" to help him out when he was waiting for the proper word, says the Cornhill Magazine. Then, again, he would emphasize a sentence or a single word by loudly raising his voice, a peculiarity which gave his talk a certain dramatic character. I remember once when I was dining with him the conversation turned upon the universality of belief in a Divine Creator, and even now I fancy I hear him saying: "When-erra-I had the honor-erra-of becoming her majesty's secretary of state for the colonies. I made it my first business erra -to instruct my agents all over the inhabitable globe-erra-to report to me if they knew of any nation, tribe or community—erra;" thus far he had spoken in a low, melodious voice, when suddenly he changed his register, shot out the following words as from a cata-pult: "Who did not believe in a God." He added that he had only found one savage community with such a want of belief.

The Fred B. Taylor Cut in Halves by the Steamship Trave.

All On Board Saved But the Mate and an Unknown Russian.

The Collision Occurred on the Morning of June 22, About 260 Miles East of New York, in a Dense Fog-The Vessel Soon Went Down.

Lloyd steamship Trave, which left New York June 21, arrived at Southampton Thursday morning. The Trave had on board 247 cabin passengers and several hundred passengers in the steerage and also Capt. E. F. Hurlbert and 20 men, of the shipwrecked crew of the Nova Scotia full rigged ship, Fred B. Taylor, wrecked in a collision with the Trave on the morning of June 22.

The Fred B. Taylor was bound for New York from Havre, France, and started on May 12. She had been chartered for a voyage to Buenos Ayres, South America, from New York.

The Fred B. Taylor was about 260 miles east of New York on the morning of June 22. A dense fog prevailed, and it was impossible for the lookout to see even a foot beyond the bows. Suddenly was heard the throb of the engine of a great steamer and the swish of the waters as the steamship clove its way swiftly through the sea. Almost at the same instant the great vessel loomed up in the fog, and, just as the lookout shouted a warning, the steamer crashed into the Fred B. Taylor.

The Fred B. Taylor was cut very nearly in halves. The water rushed in like a torrent, and the broken halves of the vessel sank out of sight. Those of the crew who had escaped immediate death or injury were struggling in the water. The chief mate had been crushed to death in the cabin. Capt. Hurlbert had his legs badly hurt in the collision, but he forgot his own injuries in his anxiety to save his men, who were now struggling for their lives in the water, some holding to pieces of wreckage, and others making an effort to keep themselves up by swimming until rescue should come.

Capt. Reimkasten and the other officers of the Trave acted with noble humanity and admirable promptitude. The collision came to them as unexpectedly as to the Fred B. Taylor. They were making good headway through the fog, and taking the usual precautions when the steamer crashed into the ship at the same instant that the ship's outline became visible in the fog. The Trave was brought, as soon as possible, to a full stop, and the boats were lowered within a few minutes after the collision.

The German seamen leaped into the boats, and with a few strokes they were among the struggling crew of the wrecked ship, pulling them in as fast as they could be reached.

All were taken aboard the Trave in safety except the dead mate and a Russian seaman. The utmost care was of course saved nothing, and the crew of the Trave generously provided them with necessities in the way of clothing and other articles.

OUR CORN IN MEXICO.

Cheap Food Houses Established by Diaz' Government.

CITY OF MEXICO, July 1. - Large steamers from the United States. Extra steamers will be required to bring further supplies, and the government has published a notice inviting tenders. The government has established cheap food depots for the poor. The sum of \$56,000 was subscribed on the first day after the opening of the subscription books to buy corn for the poor of the city. Full returns from all parts of the country of Sunday's election make the re-election of President Struck Against "Task" Work.

BALTIMORE, July 1-One thousand coat tailors went on a strike Thursday morning in an effort to free themselves All Kinds of from "task" work. Heretofore each tailor has been allotted a certain amount of work by the contractors, to be done in a day. Sometimes to finish this, it is claimed, a person had to work fourteen or sixteen hours. The men want to work ten hours a day for reasonable wages, and have weekly pay

Robbed by Two Masked Men. WALLACE, I. T., July L - Two masked men, with shotguns, Wednesday afternoon held Sidenham Mills, as he was crossing the Divide from Fancy Gulch to Murray, and made him give up about \$2,000 worth of gold dust. Mills hastened to Murray and gave the alarm. No clew to the highwaymen has yet been discovered.

Shame and Remorse.

St. Louis, July 1. - Capt. Joseph White, a well-known river man, committed suicide by shooting himself with a revolver. The cause is believed to have resulted from shame and remorse. Capt. White was arrested on complaint of a woman who charged him with assaulting her in the cabin of his boat.

Boilermakers' Strike in Boston Ended. Boston, July 1.-The bollermakers' strike is ended, the differences with the manufacturers having been adjusted through the mediation of the state board of arbitration, on a basis of sixty hours' pay for fifty-two hours work per week.

World's Fair in Congress. WASHINGTON, July 1.-The senate Columbian commission has decided to report a bill similar to the house committee bill in aid of the World's fair, with the Sunday closing amendment, for incorporation in the sundry civil

Mrs. Emmons Blaine Goes to Bar Harbor. BAR HARDOR, Me., July 1 .- Mrs. Emmons Blaine will spend the summer here and will come as soon as a cottage is found which meets her requirements 28 and 30 W. Second Street, ::

THE STORY TOLD. Presidential Campaign of 1892!

GRAND INDUCEMENTS

TO READERS OF

PUBLIC

The Presidential Campaign of 1892 will, without doubt, be the most intensely interesting and exciting in the history of the United States, and country people will LONDON, July 1.—The North German be extremely anxious to have all the GENERAL and POLITICAL NEWS and discussions of the day as presented in a National journal, in addition to that supplied by their own local paper.

To meet this want we have entered into a contract with the

NEW YORK WEEKLY TRIBUNE

The Leading Republican Paper of the United States!

which enables us to offer that splendid journal (regular subscription price \$1 per year) and THE PUBLIC LEDGER for one year

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THE PUBLIC LEDGER,

MAYSVILLE, KY

LACE CURTAINS!

We have just received an invoice of these goods at greatly reduced prices. An elegant Ecru Curtain, 31 yds. long, worth 83, at \$1 95 per pair.

\$4 Curtains at \$3 per pair. \$5 Curtains at \$4 per pair.

Address all orders to

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WHITE QUILTS

e are showing some very desirable goods at 75 cts., \$1, \$1 25, \$1 50 and \$2. Better values have never been received for the money.

■BROWNING & CO.,

No. 51 WEST SECOND STREET.

Maysville Carriage Company,

MANUFACTURERS AND DEALERS IN

given on the Trave to Capt. Hurlbert A FINE LINE OF CARRIAGE WORK.

ALSO AGENTS FOR THE

Deering Harvesting Machinery.

CITY OF MEXICO, July 1. — Large quantities of corn are arriving by gulf steamers from the United States.

SEASONABLE DRY GOODS, FANCY and STAPLE

CARPETS, OIL CLOTHS, MATTINGS,

And Housekeeping Goods Generally Always on Hand

George Cox & Sow.

Adjoining Opera-house,

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At Thos. J. Chenoweth's Drug Store.

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